

MARION, OHIO, TUESDAY, JUNE 7, 1910.

IF YOU ARE TIRED.

of buying "care" by the pound try a little "prevention by the" by the ounce. Begin by advertising for a new tenant before the old one leaves.

VOLUME XVIII—NUMBER 249.

SEISMIC CONVULSION

Again Shakes Up Italy With Many Deaths

TELEGRAPHIC COMMUNICATION

With Quake District Has Been Broken Off.

Hundreds Were Injured With Heavy Loss

Many People Driven From Their Homes Are Now Encamped in the Fields—People Imploping the Salus.

By United Press Wire.
Naples, June 7.—Probably 200 persons lost their lives and \$2,000,000 of property was destroyed in an earthquake that last night shook the town of Avellino, fifty miles east of Naples, and extended with varying severity throughout the provinces of Campania, Basilicata and Calabria. The quake was the worst since Messina was destroyed in December, 1908.

Details have not been received owing to broken telegraph lines, and it is possible that the foregoing estimate may be far too small.

The situation is so serious that King Victor Emmanuel has gone to the scene and the government and Italian Red Cross society are hastening relief of provisions and tents to the affected towns.

Besides Avellino, the towns of Calitri, Sansepolcro, Valtorta, Castellone, Santa Maria di Stabia, Benevento, Boianza, Catanzaro and Castellorosso were all damaged, houses in several of these towns being razed.

Troops have been rushed to the scene. The people are terror-stricken and thousands are camped in the fields, refusing to return to their homes. The government has sent \$10,000 to the prefect of Avellino for the immediate use of the sufferers.

The large number of casualties is due to the fact that the quake occurred while the people were in bed. The rumbling lasted only a few seconds and so far as known, there was but the one seismic disturbance.

Naples, June 7.—The most severe earthquake that has visited central Italy since the Messina catastrophe of a year and a half ago, was experienced last night and it is feared today that a heavy death toll has resulted.

The shock extended throughout much of the Campania province and as far south as Catanzaro and Castellorosso in Calabria.

It is known that in community of Calitri alone nine persons were killed and many houses almost demolished.

Avellino, with a population of 30,000, was hard hit but it is not known if there were any fatalities there. Benevento, Caserta, Castellorosso, Boianza and Rotonda were also violently shaken.

Telegraph communications with the quake district are interrupted and it is impossible to learn the extent of the damages. Troops have been dispatched to the district and the government has ordered the Naples authorities to make ready to rush provisions and tents to the affected cities should they be needed.

Rome, June 7.—Today's returns from last night's quake zone greatly increase the early estimate of the dead. The dead in Calitri now number thirty and there are still many ruins to search. Heavy casualties are also reported in Valtorta. Italian Red Cross society is preparing to send its agents into the stricken field.

Ten bodies have been recovered at Sansepolcro and eleven are known to be dead at Castellorosso.

Hundreds of persons were injured and in scores of cities and villages the people were driven from their homes, through fear and actual danger, and are now camped in the open country. Many fled without proper clothing and are afraid to return to their homes.

Processions of terrified people are imploring the saints for protection. The famous cathedral at Foggia, the mecca of tourists, was damaged. Parliament today voted \$100,000 for the relief of the quake sufferers. Of this amount \$10,000 was sent immediately to the prefect of Avellino.

London, June 7.—The Exchange Telegraphs says that "a terrible earthquake has occurred in south Italy. One hundred people have been killed in Vellino."

King Victor Emmanuel left today for the scene of the quake and may extend his trip as far south as the Calabria province before returning. Official reports have been received of fifty deaths. The number of injured will probably run into the hundreds.

Santa Clara, Calif., June 7.—The seismograph at Santa Clara college registered earthquake shocks along the Pacific coast at 5:11 p. m. last night, according to announcement today.

The instrument showed that there had been three distinct shocks, lasting two minutes in all, including the intervals.

The quakes were all slight and the professors at the college believe they were merely a "back kick" of the Italian quake.



Viscount Herbert Gladstone, former Home Secretary of England, who has just taken his oath of office as Governor-General of the Union of South Africa which has just been created by the joining of the various British colonies. Gladstone's elevation to the peerage was one of the last acts of the kind in the reign of King Edward. As son of the famous statesman William Gladstone, he has always been a prominent figure in English public life.

REVOLUTION IN MEXICO

Score of Officials Slain by Maya Indians

IN PROVINCE OF YUCATAN

Believed to be Most Serious For Many Years.

Ten Thousand Indians Said to be on War Path.

President Diaz Will Crush Out Rebellion—All Officials in Valladolid Reported Slain.

By United Press Wire.
Mexico City, June 7.—With reports reaching here today that a score of Mexican officials of the state of Yucatan have been slain by the Maya Indians who have been in open revolt since last Saturday, the greatest excitement has been aroused in the capital.

It is feared that the present uprising in Yucatan will prove the most serious the government has yet had to confront and arrangements are being completed today for the pouring of troops into the province to put down the revolt at any cost.

All wire communications with Yucatan have been cut off by the insurgents, but most startling reports are reaching here by courier. One report says 10,000 Maya Indians have taken the war path and already have murdered hundreds of persons. The gunboat Morelos has left Santa Cruz with six hundred soldiers aboard, while the boat Zaragoza is lying in the harbor waiting the arrival of additional troops to be rushed to the scene.

Twenty miles of railroad have been destroyed by the Indians and many telegraph operators have been killed or made prisoners. It is understood that the trouble was brought on by a dissatisfaction on the part of the Indians over action taken by the government in regard to certain lands.

President Diaz today decided to personally direct the attempt to crush the revolt, following advice received by the government that the anti-Diaz faction in Yucatan had assisted the Indians in every way and were preparing to declare open war against the government.

With this report, it is feared the government is facing a revolt second only to that experienced in 1840, when the province had its independence all but won, only to be finally conquered.

Every government official in Valladolid is reported to have been killed, while 500 Indians, led by insurgent leaders, sacked the entire town.

The towns of Tulum, Uxmal and Tunkas, all between Merida and Valladolid, have been attacked, but the reports say that only the officials and their families have been molested.

The insurgents and Indians are well prepared to resist the government forces, being armed with modern rifles and a large amount of ammunition is said to have been seized from the government arsenals. Maximilian Ramirez Bonilla, a former rebel leader, and Colonel Victor Montenegro are heading the revolt.

While the exact extent of the movement of the Indians and insurgents is not yet known, telegrams received from all parts of the republic today indicate that unrest is spreading. A strict censorship has been established on all telegrams regarding the revolt, but newspapermen left for Merida this morning.

RAILWAY AGREEMENT

Secured Between the Government and Twenty-six Western Roads

RAILWAY PRESIDENTS AGREE

To Postpone Increase of Rates Until

The New Railway Law Becomes Effective

President Has Another Railway Conference on Hand for Today With Eastern Magnates—No Trouble Anticipated.

By United Press Wire.

EVENTS IN THE RAILROAD FIGHT TODAY.

President Delano, of the Wabash, and President Felton, of the Great Western, called at the White House to complete the details of the agreement reached in the rate dispute yesterday.

President Taft called Representative Mann in charge of the house railroad bill, and Senator Crane, who helped steer the senate bill, to the White House for a conference.

The president sent a special message to congress recommending that the railroad bill be amended to go into effect immediately, in order to safeguard the government end of yesterday's agreement.

Mann hurried to the floor of the house and as soon as the president's message was read, he asked unanimous consent to send the bill to conference.

An objection by Representative Lenroot precipitated the struggle in the house between the regulars on one side and the insurgents on the other.

Taft this afternoon agreed to receive President McCrea, of the Pennsylvania, and President Brown, of the New York Central, to confer as to rate increases in the East.

Washington, June 7.—The agreement between President Taft and the twenty-five mid-western railroads to postpone action on the proposed increased rates until the new railroad law becomes effective, put a new light on the situation today in the house where the battle is on over the question of sending the bill to conference.

The senate bill is worded so that it would not become effective until sixty days after passage. The president the railroads and the administration forces are today urging the necessity of amending this to make the law effective immediately. Such an amendment may be made only by the conference committee.

At least twenty-five insurgent Republicans, according to Representative Nelson of Wisconsin, stand ready to vote for the acceptance of the senate bill, rather than trust the measure to the hands of the conference of the house and senate as they fear it would be amended far more than the changing of the date of effectiveness.

Administration men urged upon the insurgents the necessity of joining with the administration in an effort to clear the railroad situation and the early part of the day was spent in argument.

The Democrats are inclined to aid in the plan of the administration as they are not willing, it is believed to vote for the senate bill.

Representative Underwood, Democrat, Alabama, said that he would not vote for the senate measure because of the "rebate clause" which in his opinion places an inadequate penalty on a railroad quoting a "wrong rate" to a shipper. The insurgents assert, however, that this talk of the Democrats is "campaigning" and when it comes to a pinch they will vote for the senate bill.

The situation was far more complex than yesterday when it was impossible to form any clear idea of the final decision.

Washington, June 7.—Facing another railroad conference, President Taft, early today devoted himself to studying the eastern rate situation, hoping to obtain an agreement from the eastern roads, similar to that reached with the western lines last night.

It was confidently expected by the administration that there would be little difficulty in persuading the representatives of the eastern lines to agree.

Today's conference is of greater scope than that of yesterday, for on its result will depend definitely the attitude of the great eastern trunk lines, and probably all the other lines in the country. Yesterday's agreement took in only the twenty-five railroads in the western traffic association.

President Brown of the New York Central and President McCrea of the Pennsylvania were two of the eastern committee who arranged today's White House conference. Brown has already announced that he favors an agreement similar to that reached by the western roads. President Under-

wood, of the Erie, who was expected also has declared in favor of such an agreement.

To the eastern roads, however, the government has nothing to offer in return. The department of justice has neither enjoined the proposed rate increases nor filed suit under the Sherman anti-trust law. A threat of prosecution is the only club in the hands of President Taft in the eastern situation.

Various representatives of the eastern roads were called on the telephone from the White House while yesterday's conference was in progress. It is believed that they will be satisfied to submit the matter to the Interstate Commerce commission.

An important question is whether the recent advances in commutation rates by all the lines carrying commuters into New York City will be suspended. The railroads are insistent that these rates be omitted from the withdrawals.

Railroad authorities here today contend that the railroad presidents won a victory in the White House conference by "diverting the question at issue from one of legality to one of reasonableness."

Attorney General Wickersham was proceeding against the traffic associations on the ground that they maintained a combination in violation of the Sherman anti-trust law. His suit was not based upon whether the rates were reasonable but upon the manner in which the rates were made through "alleged conspiracy."

Under the agreement reached between President Taft and the railroads, the matter is turned over to the Interstate Commerce commission which will investigate the proposed increases in relation to their reasonableness.

For the time, at least, the arrangement puts a stop to proceedings against the traffic associations, and the investigation of whether the railroads have violated the anti-trust law.

Mann declared it had been held by the supreme court that the courts had no right to pass upon the reasonableness of a railroad rate—that being exclusively the power left to Interstate Commerce commission—and so he said, the provision in the senate bill that the courts should do this made endless litigation possible and probable.

Another provision attacked by Mann was that regarding through rates and routing of freight.

Mann insisted that the senate bill destroyed the so-called Carmack amendment in the present law. This makes the railroad which first accepts freight, liable for damages all the way to its consignee even over other roads.

Lenroot, Republican, Wisconsin, the insurgent, then took up a deense of his motion to adopt the senate bill. "The senate bill is not perfect," he admitted, "but it is in my opinion, a better bill than we could expect to get from the conference committee. There are provisions in the senate bill that in all probability will not remain in the bill in conference and these provisions are in the public interest."

Lenroot declared that the senate bill was preferable because off he clause forcing the railroads to prove the reasonableness of rate increases made after January 1, 1910.

"I am alone," said Lenroot, "in enough to warrant the acceptance of this bill and I am informed that this would be the first provision to be stricken out by the conferees."

"If I, for one moment, thought there was the slightest possibility to get a physical valuation from the conference committee," declared Lenroot, "I would stay here and fight for it all summer."

Des Moines, Ia., June 7.—Ideal weather conditions favored a heavy vote in the Iowa primary today. Full tickets of state offices and candidates or congress will be nominated.

In the cities the early voting was brisk, but reports from the country district don't indicate an unusually heavy vote.

(Sweeping away the various side issues the contest has today developed into a question in the Republican party as to whether Senators Cummins and Dolliver will be nominated in their efforts to defeat the stand-patters and dictate the party nominations in the interests of the progressive movement.

Both factions are busy getting out the vote and both claim victory in today's voting.

The Democrats are particularly active and expect to place congressional candidates in the field who will win at least in the first and sixth districts.

Des Moines, Ia., June 7.—Reports from different parts of the state indicate a light vote at today's primaries. At Sioux City rain is falling which kept down the voters.

Greenwald Hubbard, having no opposition for re-nomination, also caused a lack of interest there.

At Des Moines there was much interest principally in the fight between Congressman J. A. Hull and Judge S. F. Prouty, for the nomination to congress. A large vote was cast by noon.

At Cedar Rapids and Davenport the early vote was remarkably light.

CENSORSHIP OVER NEWS

Established in the Departments at the Capital

INCREASE OF THE COST

Of Government From \$6 to \$12 Per Capita.

Since Cleveland's Time a Matter of Interest.

If Not of Alarm—The Railroad Senators Absent—Nothing to Afford Reasonable Rates in Railroad Bill.

(By Clyde B. Tavenner, Staff Washington correspondent of this newspaper.)

Washington, June 7.—Government by stealth, is fitting expression to describe the gas-rate methods inaugurated under Mr. Taft.

Not merely the average employee of the government, but the highest officials, are afraid to give newspaper men information as to what is going on. Employees are being made to feel that they owe no fidelity to the public but that they are mere personal servants of the coteries of men now in charge of the government.

As a result of the discharge of Pinchot, Glavis, Kerby and other interior department employees, the average government worker today feels that it is worth his position to discuss even matters of public record with a newspaper man.

The following official order signed by George Otis Smith, director of the United States Geological Survey, gives an idea of the Russian-like censorship that has been established over government information:

"Rule 2. That no interview shall be granted without securing from the person soliciting the same a promise that he will, before submitting the material to his publication office, present a copy of his manuscript to the director (George Otis Smith) for approval; and, further, that in case any such promise is violated, the incident shall be made a matter of record and future interviews shall be denied to the person guilty of such violation."

So far as is known among newspapermen in Washington, nothing so drastic as this in the way of press censorship has ever been attempted before in America.

In 1890, under Cleveland, the total annual appropriation for the expenses of the national government was \$340,000,000 or \$6 for every man, woman and child. In 1900 our expenses had increased to \$600,000,000 or \$10 for every man, woman and child. The last Congress appropriated the colossal sum of \$1,044,401,851, or nearly \$12 for every man, woman and child. This Congress threatens to spend \$17,000,000 in excess of last year's appropriation.

Republicans are reluctant to concern themselves much about government expenditures in relation to the cost of living. But one thing is certain. Government does not pick up those hundreds of millions of dollars in the street. This money comes out of somebody's pocket. Unlike city and state governments, the national government has but one way of raising revenue to meet expenses, and that is by taxing things eaten, worn or used by the people. Hence it is that increased cost of living marches hand-in-hand with increased government extravagance.

"I'm sorry," said Senator Bristow, of Kansas, while discussing the railroad bill, "that the senator from West Virginia (Elkins) has deserted the chamber, and I am sorry the senator from Rhode Island (Aldrich) is not here, and that the senator from Massachusetts (Lodge) has also disappeared."

A survey of the senate showed that the railroad senators, after having outlined the kind of legislation they had decided should be enacted, had fled from the chamber without waiting to hear those who disagreed from the railroad viewpoint.

"Those of us who are here might possibly be instructed," suggested a Democratic senator, upon noting Bristow's chagrin, "but if the senator from Kansas, imagines that anything he can say will influence those senators he is wasting his time and breath."

"I am afraid the senator is right," answered Bristow. Then he went on addressing the democrats and the empty seats of the standpatters.

Least we forget, only nine of the 218 Republicans of the national House of Representatives are in a position to stand before their constituents and report that they voted to unseat Cannon as speaker. Page 340 of the Congressional Record shows that on March 19 all but nine Republicans voted against the Burleson resolution which would have unseated Speaker Cannon and made it possible to elect a new speaker. Every Democrat voted to unseat "Uncle Joe."

A brief definition of "Cannonism" has been asked for. Cannonism means that when the interests of the common people and the interests of the steel trust, the sugar trust, the lumber trust, the harvester and the combination of New England cotton



Crown Prince Frederick Wilhelm, of Germany, who was recently the victim of a strange attack by a man supposed to be demented. While returning to the palace from the annual joint review of the Berlin and Potsdam garrisons, the royal guard was thrown into excitement by a man who broke through the crowd and hurled what was believed to be a bomb at the Crown Prince. The entire party was thought to be exposed to death, but the missile rolled harmlessly at the Crown Prince's feet. Investigation proved it to be an ordinary tin can filled with uncooked beans. The assailant was arrested.

manufacturers come into conflict, the latter get the legislation they want and the people are forced to take that which they do not want. The Payne-Aldrich law is a good illustration. The people said: "We want downward revision of the tariff in order that the cost of living may be lessened." The corporate interests said: "We want upward revision in order that our profits may increase." The people were disappointed, and the campaign-contributing tariff trusts were obeyed. That is Cannonism.

Senator Robert M. LaFollette of Wisconsin sometimes thinks of the unheard of things. For instance, in the Senate the other day in discussing President Taft's railroad bill, he said: "There is not one line in the statute to give to the people reasonable railroad rates. All that has been accomplished is to afford a means of giving equal rates to the shippers." Now who except LaFollette or some other Democrat would think of that?

Direct charges that the Morgan-Guggenheim syndicate caused the apoplexy of the federal judge, the prosecuting attorney and the United States marshal who will represent the government in suits over the Cunniffham coal land claims, (which Bailinger was so friendly to have been made before the senate committee on Judiciary. A responsible party, Judge James Wickersham, delegate to Congress from Alaska, made the charge.

"In the senate amendment to section 12 of the act to regulate commerce, contained in R. 17536, the Interstate Commerce commission is empowered immediately upon the filing of a proposed increase in rates, of its own motion or upon complaint to enter upon an investigation and determination of the justice and reasonableness of such increase and in case it deems it expedient to suspend the operation thereof for a period specified in the section to enable it to complete such investigations. That bill, however, provides that the act shall take effect and be in force only from and after the expiration of 60 days after its passage.

"This provision, if allowed to remain in the bill would enable carriers, between the time of enactment of the bill and the time of its taking effect, to file increases on the rates which would become effective at the expiration of 30 days and remain in effect and be collected from the public during the pendency of proceedings to review them whereas if it be made to expedite the determination of such investigation will have to be made before the public is called upon to pay the increased rate.

"I therefore recommend that this latter provision be modified by providing that at least section nine of the senate amendment to the bill which is the section authorizing the commission to suspend the going into effect of increases in rates until after the investigations, shall take effect immediately upon the passage of the act.

"William H. Taft."

Washington, June 7.—Representative Mann, Republican of Illinois, chairman of the Interstate Commerce committee, this afternoon asked unanimous consent of the house to take the railroad bill from the speaker's table and ask a conference with the senate.

Representative Lenroot, Republican, of Wisconsin, an insurgent, immediately objected. A burst of applause on the Democratic side greeted his move. Mann thereupon formally moved to disagree to the senate bill and ask a conference.

Speaker Cannon then directed that the senate amendments be read. Since the senate amendments consisted of a substitute bill, the clerk began reading the thick document from the beginning. After a few minutes Mann moved to dispense with the reading.

Continued on Page Three.

UNDER WHIP AND SPUR

The Bill Giving Interstate Commerce Commission

POWER TO SUSPEND

Increased Railroad Rates Being Recommended

By the President And Agreed to by Roads

Is Being Rushed Through Congress—Unanimous Consent Asked by Mann But Objected to by Lenroot.

By United Press Wire.

Washington, June 7.—Recommending that the provision of the railroad bill giving the Interstate Commerce commission power to suspend increased railroad rates pending an investigation be made effective upon passage, President Taft today sent a special message to congress outlining the situation in the railway rate dispute which has been the subject of conferences at the White House.

The message was prepared after the president had spent more than an hour in conference with Representative Mann, who has charge of the railroad bill in the house, and Senator Crane. The question of the best method of amending the senate and house bills which, as they now stand would not be effective until 60 days after passage, was discussed. Despite the fact that many contend that the provision, being in both senate and house bills, is not a proper subject for the work of the conference committee, Representative Mann and Senator Crane believe that the bill should go to conference and the clause be altered there. The president's message reads:

"A recent effort by a large number of railroad companies to increase freight rates for interstate transportation of persons and property caused me to direct the attorney general to bring suit and secure from the United States court in Missouri an injunction restraining the operation of such increased rates during the pendency of the proceeding. This action led to a conference with the representatives of the railroad companies so enjoined, and the agreement by each of them to withdraw the proposed increases of rates effective on or after June 1, and not to file any further attempts at increases until after the enactment into law of the pending bill to amend the interstate commerce act, or the adjournment of the congress; with the further understanding that upon the enactment of such law each would submit to the determination of the Interstate Commerce commission the question of reasonableness of all increases that each might thereafter propose. It is my hope that all of the other railroad companies will take like action. In order, however, that a speedy determination whether or not its proposed increases in rates are justifiable, provision should be made by congress to vest the Interstate Commerce commission with jurisdiction over such questions as soon as possible.

"In the senate amendment to section 12 of the act to regulate commerce, contained in R. 17536, the Interstate Commerce commission is empowered immediately upon the filing of a proposed increase in rates, of its own motion or upon complaint to enter upon an investigation and determination of the justice and reasonableness of such increase and in case it deems it expedient to suspend the operation thereof for a period specified in the section to enable it to complete such investigations. That bill, however, provides that the act shall take effect and be in force only from and after the expiration of 60 days after its passage.

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Continued on Page Three.

GOLDWIN SMITH EMINENT AUTHOR

And Noted Historian, Lecturer and Publicist

Dying at Toronto.

By United Press Wire.

Toronto, June 7.—Goldwin Smith, world-famous author, historian, lecturer and litterateur, is dying at his home here. His physicians do not believe he can live through the day.

He broke his thigh during the winter and has never recovered from the effects of the injury.

The noted author was born at Reading, England, August 23, 1823, received his preparatory education at Eton and was graduated from Magdalen college, Oxford, with high honors. He was a Fellow at Oxford until 1847, when he entered the English bar. His literary tastes, however, called him back to Oxford, where, from 1858 to 1866, he was the regius professor of modern history.

Dr. Smith visited the United States in 1864 and was given a great reception owing to the manner in which he had exposed the cause of the North during the civil war. He revisited the states in 1865 as a lecturer, and returned in 1871, taking up his residence here. Before coming to America, Dr. Smith had been elected honorary professor of English and constitutional history in Cornell.

Immediately after taking up his residence in Canada, Dr. Smith took an active part in the public life of the Dominion, being a prominent exponent of the idea that Canada ultimately must merge her interests with those of the United States. He has written over half a hundred books and numerous magazine articles.

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